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11.30 " " 12.30 p.m. " " 1.00 " "	15 "
1.00 " " 1.30 " " 2.00 " "	10 "
2.00 " " 2.30 " " 3.00 " "	15 "
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SCOTTISH SPORT.

CLYDESDALE THE WESTERN CHAMPIONS

[FROM OUR OWN CORRESPONDENT.]

September 24th.

Crickets is practically finished for the season. There will be a few Society and charity games, but no "serious" engagements.

After a long and exceptionally interesting struggle, the Championship of the Western Union was settled when Clydesdale, by defeating Uddingston, secured the title. No team in the competition has shown the same high consistency; in battling every member was to be depended upon and in T. D. Ross they can claim to have one of the best amateur trundlers in Scotland.

To the list of this year's centuries there falls to be added Mr. J. Reid Kerr, of Greenock; Dr. J. E. Phillips, Carlton; and J. Fitton, Polce.

A brilliant Scottish International batsman, John Griever, Selkirk, completed his 1,000 runs when he scored 83 not out for his county against Roxburghshire.

WESTERN UNION.

Clydesdale, 120 for 0; Uddingston, 97. Polce, 93; Drumpeppier, 44.

Greenock, 122 for 0; Kelburne, 47.

CLUB MATCHES.

Carlton, 216 for 8; Dunfermline Carnegie, 48.

Ayr, 141; Glasgow Academicals, 50.

Dunfermline, 103; Cupar, 151 for 7.

Selkirkshire, 130; Roxburghshire, 120.

ASSOCIATION LEAGUE.

A mixed programme was gone through, embracing the League, Glasgow Cup ties, and numerous Qualifying Cup competitions. The most interesting event in mid-week was the loss of a point by Celtic and Morton, leaving a clear lead to Rangers, and if some one does not lower the Rangers colours very soon the competition will become a one-horse show. The League table stands thus:—

Rangers, 5 games played and 10 points.
Morton, 6 games played and 0 points.
Airdrie, 5 games played and 8 points.
Clydesdale, 6 games played and 8 points.
Clyde, 5 games played and 7 points.
Dundee, 5 games played and 7 points.
Celtic, 4 games played and 6 points.

The best results at the close of the week were Clydebank's first win, with which was associated Clyde's first defeat; the downfall of Falkirk to Dundee; and the decisive victory of Thistle over St. Mirren.

GLASGOW CUP.

In the knock-out competition for the Glasgow Cup, Third Lanark held their own until half-time, but Celtic won comfortably in the end by good forward play. Rangers also won, though in no department did they excel the Queen's Park.

Indeed one cannot speak too highly of the young players representing the Queen's Park; these amateurs appear stronger than last season, despite losses of players to the professional ranks.

Celtic, 1; Morton, 1.
Queen's Park, 1; Ayr, 0.
Clydebank, 2; Kilmarnock, 2.
Rangers, 2; Motherwell, 0.
Airdrie, 2; Hibs, 0.

Thistle, 3; St. Mirren, 1.
Clydebank, 1; Clyde, 1.
Morton, 1; Hibernian, 1.
Hamilton, 1; Dunbarton, 1.

Ayr, 1; Airdrie, 2.
Hibs, 0; Kilmarnock, 0.
Dundee, 2; Falkirk, 0.
Raith Rovers, 1; Motherwell, 2.
Albion Rovers, 0; Aberdeen, 2.

Rangers, 2; Albion Rovers, 1.
Celtic, 1; Motherwell, 0.
St. Mirren, 1; Kilmarnock, 2.
Queen's Park, 3; Dunbarton, 0.

GLASGOW CUP.

Celtic, 3; Third Lanark, 0.
Queen's Park, 1; Rangers, 2.

REGIMENTAL COLONELS' DUTIES.

WIDER SCOPE IN FUTURE.

It is officially announced that the Army Council has issued instructions which will have the effect of regularizing the functions of colonels and of making it possible for them to take a more active part in the affairs of their regiments.

In future a colonel will be allowed a travelling warrant for journeys in Great Britain or to Ireland and the Channel Islands, and travelling warrants will also be permissible on the occasion of visits to the headquarters of units of the Special Reserve and the Territorial Force, the colonel of a regiment being *ipso facto* colonel of the affiliated units. Although detention allowance and travelling expenses will not be issued, all colonels will thus be relieved of a substantial portion of the expenditure necessarily incurred in the performance of the duties inseparable from their appointments.

With regard to functions, the view of the Army Council is that much may be done by a colonel in such ways as nominating suitable candidates for commissions in the regiment; acting as a liaison between the regiment and the War Office in confidential and other matters; advising on the administration of regimental charities and regimental organizations, and giving regular attendance at the meetings of such organizations.

Having in view the fact that for the discharge of these duties it is essential that colonels should at all times be in close touch with battalion commanders and their regiments generally, it has been decided that in the future, with the exception of members of the Royal Family, the regiments of Household Cavalry, and the regiments of the Brigade of Guards, all officers appointed as colonels or commandants of the King's Royal Rifle Corps and of the Rifle Brigade, and colonels of regiments of cavalry of the line and of regiments of infantry of the line shall vacate appointment on attaining 70 years of age.

OIL-DRIVEN LINERS.

SIR TREVOR DAWSON ON AMERICAN "DISCOVERY."

An American claim of a wonderful "discovery" that will revolutionize the future of marine engineering is met by the not unusual reply that the thing has already been done by British engineers.

"Any work done by Mr. Charles M. Schwab, of the Bethlehem Steel Company of America, will be first class," declared Sir Trevor Dawson, vice-chairman of Vickers, Ltd., to an *Evening Standard* representative, when questioned on the new Bethlehem Diesel two-cycle marine engine.

Mr. Charles Schwab claims that his firm can produce a new two-cycle marine engine as powerful as a four-cycle engine twice its size. He further claims that two-thirds of the present fuel expense will be saved, as compared with the steam-driven oil-fired vessel.

Mr. Schwab will perhaps be surprised to hear through the *Evening Standard*, that Vickers have for some considerable time been experimenting with a two-cycle marine engine. "I do not admit for a moment," that Schwab has beaten us. We are up with him in every single particular, but after far-reaching experiments our expert opinion is that at present the four-cycle marine Diesel engine is preferable to the Schwab "discovery." The four-cycle engine is simpler, and requires much less technical skill in its construction. Moreover the two-cycle engine requires a considerable amount of auxiliary apparatus. We are at present experimenting with many new types of internal combustion engines. We are abreast, if not ahead, of anything America can produce in this line. Possibly it would be better if the British Press kept the world informed of British achievements. Anshov the fact remains.

MOTOR-DRIVEN LINERS.
I believe motor-driven passenger liners are an engineering possibility, but such experiments will be necessary before such ships will attract passengers. The risk of breakdown must be eliminated, and our aim in Vickers is to produce engines which are as perfect as human skill can make them. This new motor tanker, *Naragan-zett*, which Vickers engineered throughout, is typical of British skill. It cannot be surpassed by America. This ship kept up an average speed of 11.1 knots across the Atlantic, and its total oil consumption was 12 tons daily. In a reciprocating engine ship (oil fired) 36 tons daily would have been required. In a coal-fired vessel 50 tons of coal would have been consumed daily. This ship is a motor-driven unit of which Mr. Schwab will recognise the epoch-making character. It will help British to get her share of America's oil output of 412 million barrels a year. This vessel, driven by our new motor engines, is of 10,500 tons deadweight capacity, and has a bunker oil capacity of 733 tons. It will carry a cargo of 9,420 tons oil. The two main engines have a total of 3,500 brake-horsepower. All this is accomplished at a cost hitherto believed to be impossible. "The Schwab 'discovery' claims we not at all. When motor ocean liners become a commercial possibility, British shipbuilders need not send their orders to America."

ALL-OIL EXPRESS.

NEW ERA ON BRITISH RAILWAYS.

NO COAL, SMOKE, SMUTS OR CINDERS.

A new era on British railways was inaugurated on September 1st by the London and North Western Company, which ran a locomotive on the 11.30 a.m. express from Euston to Birmingham which burned oil fuel only.

This is the first "oil express" which has been run on any British railway, and the occasion was regarded as of such significance that a large number of representatives of the Admiralty, Ministry of Transport, and other Government departments, as well as engineering experts of other railway companies, travelled in a special saloon next to the engine. There are other engines in use which burn a combination of coal and oil, but the "all oil" engine has been rendered possible by the adoption of the Bertha Oil-Burning Company's system.

In view of the possibility of the railways being held up through lack of coal, it is very important that by this system locomotives constructed with coal burning furnaces can be adapted for oil-burning in four days. The advantage of oil fuel are the same for railway locomotives as for ships. Passengers will not be troubled with smoke, smuts, or cinders.

The train was drawn by an express locomotive which used to consume about 70 lbs. of coal per mile. Now it burns only about 30 lbs. of oil per mile—or 700 lbs. of oil instead of one ton of coal. For some months it has been running experimentally on ordinary passenger service, and the London and North Western Railway Company are completely satisfied.

MISSIONARIES AS PROFESSORS.

The appointment of Dr. Hopkin Dees to the Chair of Chinese at London University marks the *Western Mail* Gazette, follows only a few weeks after the selection of another missionary, Rev. W. E. Boothill, for a similar post at Oxford. The first occupant of the Chinese Professorship at Oxford, Dr. James Legge, so widely known for his contributions to the great series of "Sacred Books of the East" had spent more than thirty years as a missionary in Hongkong. On the other hand, in one instance, at least, a distinguished Orientalist went from a University Chair to the mission field. The Hon. Ian Keith, Falconer, a son of the eighth Earl of Kintore, succeeded Professor Robertson Smith as Third Professor of Professor of Arabic at Cambridge, but the life of a scholar did not satisfy his evangelistic impulses, and he accordingly became a missionary of the Free Church of Scotland to the Mohammedans of Southern Arabia, where he died, at an early age, of an attack of fever.

VETERINARY SCIENCE AND THE COLONIES.

CRITICISM OF LORD MILNER'S COMMITTEE.

The *Times* writes:—Some months since in discussing the Veterinary Surgeons Act (1881) Amendment Bill, we urged that the time had come for a wide inquiry into the status of veterinary science in this country. The segregated training of veterinary students and the firm grip on the gates to the profession held by the Royal Veterinary College, had not tended to raise veterinarians in numbers or in quality. Even before the war, the annual output of veterinary surgeons in this country was lower in proportion to the population than in France, Germany, Denmark, the United States of America, Switzerland, and Sweden. And yet, we said, "Great Britain is the largest producer of livestock in the world, and her Colonies and Protectorates could absorb a very large body of men." The Report of the Committee appointed by Lord Milner on the Staffing of the Veterinary Departments in the Colonies and Protectorates confirms our opinion that the leaders of the veterinary profession here take an inadequate view of the needs of veterinary science. The Committee was composed of two representatives of the Colonial Office whose natural function would be to supply administrative information, and five highly-placed veterinarians to whom it is fair to attribute the technical conclusions and recommendations. These are in the narrowest professional spirit. It is admitted that the supply of trained veterinarians is at present insufficient for the needs of the Colonies. The suggested remedy is to increase the pay, and to attract more men from England, in which the supply is not sufficient for its own needs. The conception of research offered is that it should be undertaken by freshly qualified young veterinary surgeons under the direction of other veterinarians. Pathology is to be veterinary pathology. The only two existing research officers are to be replaced by two additional assistant veterinary pathologists. Only one of the five members signed a modest suggestion that there should be some kind of interchange of ideas between research workers in human and animal disease, and it was unanimously agreed that Veterinary Departments should be removed even from Agricultural Departments and made independent. We trust that Lord Milner will thank the Committee and take further advice. He will find, we doubt not, that the prospect of obtaining an adequate supply for the great practical and scientific needs of the Colonies depends on a complete revision of veterinary training. This can be secured only in co-operation with the universities, and by abandonment of the idea that the sciences ancillary to the veterinary art can be taught satisfactorily in secluded veterinary colleges.

CHINA'S TRADE IN GROUND NUTS.

An account of the ground-nut trade of China is given in the *Board of Trade Journal*. Previous to 1914, the bulk of the exports went to Europe, particularly to France, but during the war this trade was diverted to the United States and Japan. The exports of kernels and oil in 1918 were as follows:—

	To	Kernels.	Oil.
		Tons.	Tons.
United States	330	14,420	
France	225	514	
Japan	20,920	13,974	
Other countries	7,525	6,239	
Total	29,000	35,147	

During this period the United Kingdom received no shipments of either kernels or oil. Formerly the oil was shipped to Shanghai, Canton and Hongkong, but now it is being largely sent to Dairen and Japan for re-shipment. The trade with Japan and the United States has become so great that a Japanese Company has equipped a special fleet of ships for the transport, and special wharves with storage tanks have been fitted at Seattle in the United States. Tangkah, which only exported 8,737 tons of oil in 1913, has become the principal point for the collection of ground-nut oil for export. Several Japanese firms have erected power presses for expressing the oil in the vicinity of this port; but usually the oil is extracted at the places of production. Shanghai is the largest ground-nut producing district in China, and it is estimated that it yields about 223,000 tons of nuts every year.

HARTLEPOOL ECHO.

FACTS WHICH WERE CENSORED—NOW REVEALED.

There is an interesting little story behind the question which Mr. Howard Gritten put to the Secretary for War on August 10th concerning the demand that medals should be awarded to the members of the Hough Battery, at Hartlepool, for their gallantry in December 1914, in engaging at point-blank range of 4,160 yards, with only three 0 inch B.L. Mark VII. guns, three German battle cruisers. Mr. Churchill replied that the question of the award of a medal was being considered. Mr. Gritten in his question on the Order Paper gives details of the action at Hartlepool pointing out that the Hough Battery, manned by Territorials, registered many hits on the German cruisers, dismounting two guns, killing ten men, and wounding nineteen in the flagship *Blucher*. They inflicted much damage on this vessel and seriously damaged the *Seydlitz* and the *Von der Tann*, killing in them eighty men and wounding 200 others. Shortly after the action Mr. Gritten spoke to Action, giving a full account of what had occurred, including the damage to the German cruisers. The *Daily Express* reported the speech, and submitted it to the censor. The proof was returned late at night with every line struck out that related to the damage inflicted on the German ships by the British gunners. The full facts have not been disclosed until now.

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H.E. Commodore W. Bowden-Smith, C.B.M.
Hon. Mr. Lau Chai Pak.
Hon. Mr. Ho Fook.

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Saturday, - Oct. 30th
Wednesday, - Nov. 3rd
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Soldiers and Sailors half-price.

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DINNER DANCE

SATURDAY, Oct. 23rd.

Tickets for Tea Dance.....\$1.00

Tickets for Dinner Dance...\$1.50

The above charges do not include Meals and Refreshments.

Manager.....D. M. GOODALL.

[1624]

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Spots Over Arms. Had No Sleep and Got Worse. Cuticura Heals.

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"When I saw a Cuticura advertisement I sent for a free sample. I afterwards bought more and I used four boxes of Cuticura with the Soap and I was healed." (Signed) Mrs. A. E. Wiegert, 25, Regent Terrace, Sheffield, Eng.

Use Cuticura Soap and Ointment exclusively for all skin troubles. Soap to cleanse, Ointment to heal.

Solely in Ointment 1s. 6d. and 2s. 6d. Sold everywhere. The genuine name free Cuticura is on the wrapper. Beware of cheap imitations. Write for full particulars. Price 1s. 6d. per box. Cuticura Soap and Ointment without soap.

[1649]

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ESTD 1847 AT COGNAC-FRANCE

CORRESPONDENCE

DANCING AT REPULSE BAY HOTEL

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Sir.—Perhaps the following incident, which happened at the Repulse Bay Hotel on Saturday last, may not be without interest to your readers.

At about six o'clock on the afternoon in question I entered the Hotel in the company of four friends, one of whom was a lady. Cold drinks were ordered, and whilst they were being fetched, the lady and one gentleman of the party got up and danced for about two or three minutes. When the bill was brought immediately afterwards, there was an item, over and above the charge for the drinks, of \$2.00, described as "Dance money for 2 persons."

I signed the bill at the time, but wrote a letter of protest to the Manager on the 18th instant. I pointed out that no one of the party had ever heard of such a charge being made, the general impression being that the prices for refreshments were inclusive so far as dancing is concerned, and that, had the lady and gentleman known that their dance of two or three minutes' duration would incur an extra charge of \$2.00, they would have kept their seats. I suggested that, if the management finds it necessary to make such a charge, visitors, in fairness to them, should be given a chance of knowing about it, and I requested that under the circumstances the item in question might be cancelled.

In his reply of the same date, the Manager informs me of his inability to waive the charge which, he affirms, is quite in order. He points out that the Hotel advertisements read as "Tea and Dinner Dances," and when patrons neither dine nor take tea in the Hotel, a charge of \$1.00 per head is made when such patrons utilize the dance floor. He further suggests that it can hardly be expected that the purchasing of a 45 cent. drink should entitle the purchaser to the services of a full orchestra and use of the dance floor.

I have no wish to enter into a controversy over the matter, and express no opinion here as to the fairness or unfairness, excessiveness or otherwise, of this charge. My sole purpose in asking you to publish this letter is to inform your readers of the fact, which does not appear to be generally known, that this charge for dancing is made by the management of the Repulse Bay Hotel, under the circumstances mentioned above; the knowledge may be useful to them on some future occasion, when they might otherwise, as my friends did, unknowingly render themselves liable to it.—I am, etc.

F. L.

Hongkong, October 19th, 1920.

MURDER MYSTERY.

BODY THROWN INTO HARBOUR.

The decomposed body of a Chinese male, about 32 years old, was washed ashore off Causeway Bay on Tuesday afternoon. The Police made a minute examination of the remains and discovered a rope tied round the neck and to the end of it was attached a stone, weighing about 34 lbs. The Police theory is that the deceased had been strangled to death, and that the murderers hit upon the plan of weighting the body with the stone, and throwing it into the sea, with the intention of leaving no trace of their foul deed.

ORGAN RECITAL.

The programme of the Recital next Monday evening in St. John's Cathedral will include a number of old and popular favourites, the principal being Lohman's fine descriptive, Fantasia "The Storm." As the name implies, it is a piece of "programme music," pure and simple; it opens with a quiet melody, rather suggestive of a peaceful landscape with a hint of bird songs at intervals and the rumbling of thunder in the distance; gradually the storm increases until a tremendous climax is reached after which the villagers are heard singing a hymn and the piece closes tranquilly. Mrs. W. H. Bell will sing a Handel "Aria" and the ever popular "The King of Love" by Gounod. Other organ pieces will be "Narcissus" (from Novin's "Water Scenes") Rubenstein's Melody in F, a composition of Gailmann's and Springtime (Kinders).

TWO OF 'EM

A Sergeant was calling over the rail of a parade at which there were two Johnsons present. Not quite grasping the situation at first, and receiving a double reply, he marched up to Johnson No. 1, and said: "Now, my lad, on long, are you bin twins?"

"ASSIGNMENTS, BOGUS AND A SHAM."

INTERESTING JUDGMENT

The following judgment was given in the Supreme Court yesterday, by the Chief Justice, Mr. Justice Gompertz, in the action in which Ng Mi Ho, executrix of Ng Ho Shi, was the claimant, and Keung Tin Kwan and Keung Wai Kwan the defendants. The claimant affirmed that certain goods taken in execution on June 11th, 1920, were the property of one Shek Fuk and that an assignment dated June 10th from Shek Fuk to the defendants was fraudulent and void against the claimant.

In the course of the judgment His Lordship said: "The following facts are either admitted or proved to my satisfaction. The claimant obtained judgment against Shek Fuk on April 9th, 1920. Her costs were taxed at \$3,431.15. On June 10th the claimant's solicitors wrote to the solicitors for Shek Fuk asking for payment of the bill of costs and stating that in default of payment they would issue execution. On that or the following day Shek Fuk, by four several assignments, conveyed to the defendants in the issue the whole of her visible property. By 'visible' I mean as much of her property as the claimant's solicitors are able to trace. The defendants are, in fact, adopted or bought sons of Shek Fuk. They did not work and had no occupation, but lived in their mother's shop. The shop was looked after by a paid manager. Neither Shek Fuk nor the defendants have been called and no evidence has been given on behalf of the defendants. In these circumstances I have no difficulty in finding that the assignments were bogus and a sham, and that they were put through for the benefit of Shek Fuk, the judgment debtor, and in order to defeat and delay the legal right of the execution creditor. The assignments are, therefore, void against the claimant. It was urged for the defendants that Shek Fuk has an unqualified bill of costs against the claimant who has no assets. Her motive in making these assignments was merely to protect herself and obtain a set-off of one bill of costs against the other. There is therefore, says Mr. Hind, no fraudulent intention and the assignments are good. It is sufficient to reply that moral fraud is not necessary and intention to delay and defeat a legal right is sufficient. Again the difficulty is that in O.J. 301 of 1915 Ng Mi Ho was sued in a representative capacity. In O.J. 93 of 1917 judgment was given against her personally. There is no authority for the proposition that in such case one set of costs can be set off against the other. The authorities are, in fact, all the other way. But even if I assume a right to set off to exist here, such right can only be acquired by order of the Court, which should be applied for promptly and at or immediately after judgment. I decide this issue in favour of the claimant with costs."

HOTEL LAUNCHES IN COLLISION.

CLAIM FOR DAMAGES.

At the Summary Court, yesterday, before Mr. Justice Wood, the hearing was continued in the action in which the proprietor of the King Edward Hotel sued Mrs. F. E. Cameron, the proprietress of the Carlton Hotel, for \$50, damages suffered as the result of the loss of an anchor and twenty fathoms of four-inch Manila rope, as the result of a collision between the launches of the two hotels at North Point during the "dragon-boat" races on June 20th.

Mr. Macnamara, of Messrs. Deacon, Lockyer, Dizon & Harrison, appeared for plaintiff, and Mr. Blake, of Messrs. Wilkinson & Grist, for defendant. The case for the plaintiff was that the Carlton Hotel launch, in turning in front of the King Edward Hotel launch was carried down by the current on to the latter's bow, causing a strain on the rope holding the anchor, with the result that the rope broke and the anchor and part of the rope were lost.

The defendant, on the other hand, attributed the collision to the drifting of the King Edward launch owing to the current. The defence stated that the plaintiff launch struck the defendant launch on the starboard quarter, in spite of the warnings uttered by other launches, and that the anchor-ropes of the two launches became entangled and both broke.

Evidence was given by several witnesses for both sides.

His Lordship gave judgment for plaintiff. Mr. Hind intimated an intention to appeal against the judgment and stay of execution for one week was granted.

Professor von Hansmann, the well-known anatomist, has died in Berlin.

UNLAWFUL POSSESSION OF OPIUM.

SINGAPORE CHINESE IMPRISONED.

Chief Preventive Officer Wildin charged two Chinese, a Hakka and a Hainanese, the pantry and saloon "boy" of the Danish ship *Panama*, respectively, before Mr. Orme, with the unlawful possession of 2,692 taels of raw opium.

Mr. Wildin said that he would not withdraw the charge against the first defendant, as he hoped to prove that they were both concerned in the possession of the opium. On Tuesday night he and several Revenue Officers boarded the *Panama* and searched her for contraband. In the store room, they found a gunny bag containing the opium, which was good Indian opium. He interviewed the ship's steward who told him that the two defendants, who were engaged in Singapore for one trip only, came to him before the ship left Singapore, and asked for permission to keep four bags of fruit in the store room. He gave them permission, and saw them put the four bags into the store room. Apparently the defendants had smuggled a fifth bag containing the opium into the store room without the steward noticing it. When the Revenue Officers searched the store room, they found five bags. Four contained fruit and the other the opium.

The ship's steward said that both the defendants went to him, but one only asked his permission to put the bags of fruit in the store room. He agreed and saw the second defendant carry one bag into the store room. He did not see the first defendant carry any of the bags.

Replying to the Magistrate, Mr. Wildin said that he had no doubt that the opium was smuggled from India and transhipped from port to port. Its ultimate destination was doubtless Hongkong, where the defendants intended disposing of it.

The Magistrate said that there was a doubt in the case of the first defendant, and he must give him the benefit of that doubt and discharge him. He convicted the second defendant on his own admission, and sentenced him to 12 months' hard labour, and a fine of \$5,000 or a further 6 months' hard labour. The sentences were to run consecutively in case the fine was not paid.

A SHANGHAI FIRM AND ITS ASSISTANT MANAGER.

T.S. 70,000 CLAIMED FOR ALLEGED WRONGFUL DISMISSAL.

A case is occupying the United States Court for China in which Mr. F. R. Danish is claiming from Messrs. Pearson, Daniel & Co., damages for T.S. 70,000 for breach of contract. The plaintiff since September last year, had been employed under a contract for three years as Assistant General Manager of the firm, but was dismissed in July last. The plaintiff says his dismissal was without "just, proper or lawful cause." Defendants filed ten defences, to the general effect that plaintiff had neglected, failed and refused to carry out his duties and obligations.

Plaintiff, who said his age was 33, stated in his evidence that he did not know of any just cause why defendants should have dismissed him.

At the time of his dismissal he was willing to carry on his contract. His claim of T.S. 70,000 represented the face value of the contract from the time of his dismissal until its proper termination. At T.S. 1,000 a month for 4 years and a month that amounted to T.S. 4,000; passage money home for himself and family he had figured at T.S. 1,500; and the balance was an estimate of the 10 per cent. commission to which he was entitled under the contract. He had never been able to procure a statement of the firm's accounts here.

Cross-examined by Mr. Bryan—He was not a natural born American. He became a citizen the month before the war. He was a Saxon before that.

Q.—In other words you were a German subject. A.—Yes.

The letter of dismissal assigned nineteen reasons for his discharge. Mr. Nichols (General Manager and President of the company) requested witness to go to New York to clear up certain speculative contracts which had been made. He never questioned Mr. Nichols' authority.

Mr. Bryan handed in what he described as a very important letter in that it was a refusal to go to New York from plaintiff. Plaintiff thought it was the business of the New York office to clear that matter up. He did not know the company was opposed to speculative purchases. They could never have done any business unless they bought ahead. There had never been anything dictated to him as to the company's policy being against speculative buying.

It had always been the policy of the Company to speculate, and they could not help but speculate. The policy had to be dictated in Shanghai by Mr. Nichols, and witness had never had any instructions from Mr. Nichols of all these purchases and did not object. Part of certain cargo, bought on the same basis as the contracts alleged against witness, was bought before witness reached Shanghai.

Witness bought certain albums after consultation with Mr. Nichols. Q.—And he told you not to buy it? A.—He did not.

Witness said he signed all the contracts. They were speculative purchases. Witness had full power of attorney.

SPORT.

POLO MATCH.

WILTSHIRE REGIMENT v. HONGKONG CLUB.

A polo match will be played between the Wiltshire Regiment and the Hongkong Club on Saturday next, at 4.15 p.m. Lieut. Col. Wyndham and the officers will be "At Home" to their friends on the ground, who, they hope, will accept this announcement as an invitation, the match, having been arranged at too short a notice to permit the sending of cards.

The Regimental Band will play a programme during the match.

HOCKEY.

HONGKONG HOCKEY CLUB v. GARRISON.

The Hongkong Hockey Club played their first match of the season yesterday evening at Happy Valley where they met the Garrison. The play was of an even character. Towards the end the game ended at 6.30 p.m.—the light was bad. The condition of the ground, also, was not very satisfactory. The game, however, was of an exciting nature, and the struggle on both sides to notch the first point was keen. Morison, for the Garrison, drew first blood in the first few minutes of the opening of the game. After some midfield play, C. J. Cooper, for the Club, equalised. At half-time, the score was unaltered. On resuming play the Club seemed to be making great efforts to score, while the Garrison defence gave an equally good account of itself. The Club forwards, however, were not to be denied, and a pretty piece of combination on their part saw W. H. Edmonds score the point which gave the Club the lead. This led to some spirited play on the part of the Garrison, but once again the Club forwards got away and again Edmonds bent the Garrison goal-keeper. It looked as if the score would remain unchanged when, within a few minutes of time, Lacom took the ball all on his own into the Club territory and put in a pretty shot which the Club goal-keeper was unable to save. The Club emerged victors by 3 goals to 1.

For the Club were J. P. Jones, C. C. Hickling and D. Reid; G. H. Piercy, Rev. Mr. Martin, and B. Hale; F. Schepel, C. Cooper, W. H. Edmonds, B. O. Blake and B. D. Evans (Captain).

A match will be played at Happy Valley between the Hongkong Hockey Club and a Navy team next Wednesday afternoon. There are this year four Navy teams, viz., the *Ambrose*, the *Light Cruisers*, the *Submarines*, and *H.M.S. Hawkins*, and four Army teams, the *Staff* and *Depot*, the *Wiltshire*, the *Garrison* and the *2nd Punjab*.

STAFFS DEFEAT 88th C.O.A.

A very poor game of hockey was witnessed yesterday evening at Causeway Bay, when the Staffs defeated the 88th C.O.A. by one goal. The ground was in bad condition, making play extremely difficult and the players themselves showed want of practice. From the commencement of the game, the Staffs commenced to press and Capt. Tomory registered two goals in the first half. After the interval, the gunners scored a goal, Bdr. May being responsible.

CRICKET.

INTERPORT TRIAL.

The following teams have been selected for a trial match to be played on the Hongkong Club ground on Saturday next, the 23rd inst., commencing at 11.45 a.m.:—Mr. Wood's team—A. E. Wood, Capt. Davies, R. L. D. Wodehouse, E. B. Reed, Major Edwards, R. E. O. Bird, Lieut. Franks, R.N., Capt. Gray, C. Blaker, Capt. Oliver, and Lieut. Bevan.

Mr. Hancock's team—R. Hancock, F. J. de Rome, A. J. Alexander, E. G. Kenneth, J. P. Bragg, H. Baskett, J. R. Farthing, T. E. Pearce, W. C. D. Turner, G. R. Sayer, and Major Bagnall.

LEAGUE FOOTBALL.

CLUB DE RECREIO v. UNITED F.C.

The first league match (2nd division), will be played on the Bookamp Valley on Saturday, the 23rd inst., at 2.30 p.m., between the Club de Recreio and the United Football Club.

The following will represent the Club de Recreio:—E. de Sousa, R. Hyndman, A. Hyndman, A. Botelho, P. Xavier, F. Prata, L. Xavier, V. Conceicao, J. Remedios, H. Prata, H. Xavier. Reserves:—O. Assumpcao and J. Gomes.

CLUB v. POLICE.

Played on the club ground, yesterday evening, the above match resulted in a win for the Club by three goals to nil, Sandberg scoring two and Rias one. Owing to the late start, each half was of 25 minutes' duration.

The Club, further, experimented with their side, bringing Logan into the team in place of Moore, while Boyson played centre half in place of J. Rodger, who partnered Goryard at back. The play was fairly even, G. Rodger in goal had a few hot shots to stop from Clarke, the Police inside left, and on one occasion just managed to clear at the expense of a corner. Grimmett was not at home in the Police goal, and the club forwards had little difficulty in getting the ball into the net. Sandberg should have been robbed of the ball on each occasion, as he dangled too long in front of goal before shooting.

The Club play the *Corfide* in the League on Saturday next, when it is hoped to see more of last season's players, turn out.

LANE, CRAWFORD & CO.

FOR

WARDROBE TRUNKS.

CABIN and HOLD TRUNKS.

SUIT CASES.

MONEY BAGS.

KIT BAGS.

ATTACHE CASES.

FITTED WRITING CASES.

FOLIO CASES.

HAT BOXES.

RUG STRAPS.

TOILET HOLDALLS.

STEEL UNIFORM CASES.

LADIES BLOUSE CASES.

FITTED CASES.

HOLD TRUNKS.

DRESS TRUNKS.

LADIES' ATTACHE CASES.

LADIES' HAND BAGS.

Etc.

SOLD LEATHER SUIT CASES.

SOILED LINEN BAGS.

HOLDALLS MADE OF THE BEST WATER-PROOF WILLEDEN CANVAS, BOUND WITH ENGLISH LEATHER.

OLSINA WATER PAINTS

made by

MANDER BROTHERS WOLVERHAMPTON.

These well-known TEMPERA PAINTS are remarkably suitable for the interior decoration of any building.

They are also washable in a few weeks after application.

Shade books of colours kept in stock can be obtained from the SOLE AGENTS for HONGKONG and SOUTH CHINA.

LANE, CRAWFORD & CO.

HONGKONG.

JUST RECEIVED

BROADWOOD PIANOS

Specially made for this climate.

The Anderson Music Co., Ltd.

Wm Powell Ltd

TELEPHONE 346

FOOTWEAR THAT TREADS IN THE FOOTSTEPS OF FASHION.

FOR

WALKING

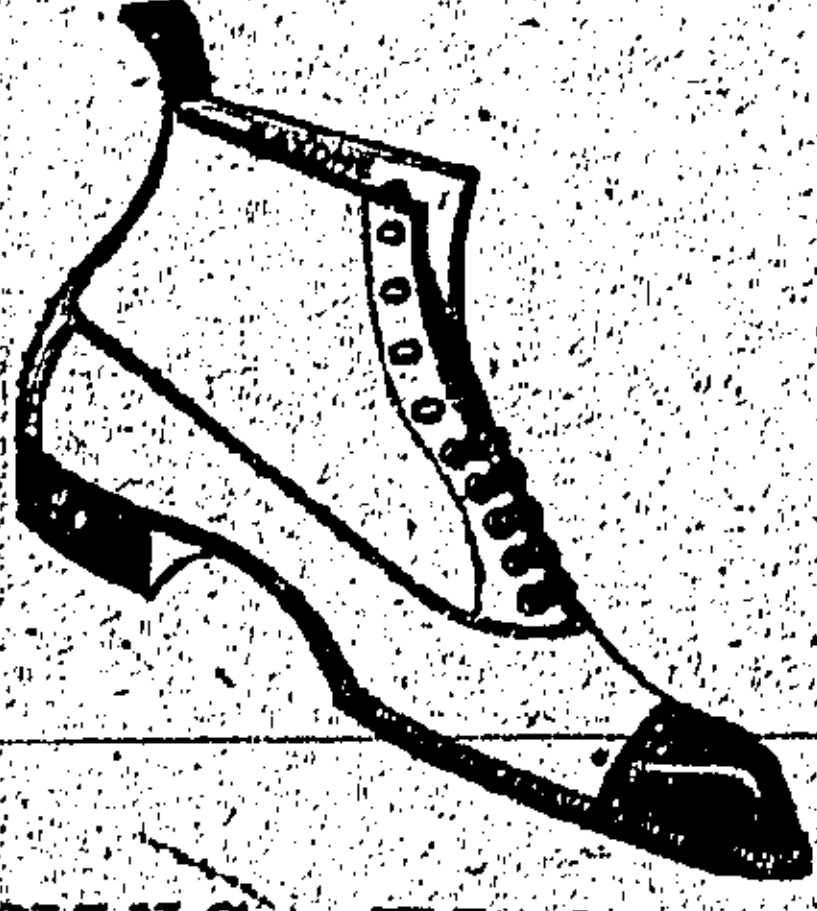
GOLFING

SHOOTING

BUSINESS

DAY AND EVENING WEAR.

AGENTS FOR "KELTIC" AND "SAXONE"



NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB.

NOTICE TO YACHT-OWNERS.

YACHT-OWNERS are requested to submit the names of their Yachts to the undersigned for the purpose of registration and classification not later than OCTOBER 31st.

D. K. BLAIR.

Levy Bingham & Matthews.

Hongkong, October 20th, 1920. [1658]

ROYAL HONGKONG GOLF CLUB.

AMENDED STARTING TIMES FOR QUALIFYING ROUND OF CHAMPIONSHIP.

	A.M.	P.M.
N. C. Wilson & M. M. Macdonald	9.30 & 1.00	
E. Davidson & J. Macdonald	9.37 & 1.07	
J. E. Warner & T. W. Hill	9.44 & 1.14	
P. G. de Paravicini & J. B. Ross	9.51 & 1.21	
E. A. Camidge & D. J. Valentine	9.58 & 1.28	
T. D. Kinnaird & N. L. Smith	10.05 & 1.35	
T. S. Forrest & K. S. Morrison	10.12 & 1.42	
J. L. Crockett & B. D. C. Morgan	10.19 & 1.49	
J. Johnston & W. D. Kraft	10.26 & 1.56	
A. H. Crew & R. L. D. Woodhouse	10.33 & 2.03	
P. Bevington & A. C. Leith	10.40 & 2.10	
R. M. Smith & H. G. Bagnall	10.47 & 2.17	

COMPLIMENTARY DINNER

TO

VICE-ADMIRAL CASEY MORGAN

U.S.N.

THE LOCAL AMERICAN COMMUNITY.

IN connection with the above, to be held at the REPULSE BAY HOTEL, on THURSDAY next, OCTOBER 21st, table plan can be seen and seat bookings arranged at the Hongkong Hotel Main Office.

Automobiles will be at the Hongkong Hotel Main Entrance at 7 P.M.

W. D. KHAFT, Chairman. [1642]

NEW 6% FRENCH GOVERNMENT LOAN.

IN BONDS of Frs. 100 each issued at par. Interest payable twice yearly, on June 15th and December 15th; first semi-annual interest to be paid on 15th June, 1921.

First coupon due on June 15th, 1921. Applications will be received from October 20th, up to November 25th by the—

RUSSO-ASIATIC BANK, R. RODGERS, Manager.

Hongkong, October 14th, 1920. [1638]

NEW FRENCH GOVERNMENT LOAN 6%

Not Redeemable

PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 15th June and 15th December; first semi-annual interest to be paid on 15th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 20th October, up to the 25th November next.

BANQUE DE L'INDO-CHINE, L. BERINOGUE, Manager.

Hongkong, October 14th, 1920. [1623]

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS

Fr. 105,000,000.00

The organization of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars—

HONGKONG BRANCH,

Queen's Building, 5, Chater Rd. [1483]

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT HOUSEHOLD FURNITURE.

INTIMATIONS

KOWLOON CRICKET CLUB.

A TENNIS "At Home" will be held on SATURDAY, OCTOBER 23rd, at 5 P.M. Spoon competitions and presentation of prizes.

F. E. STEVENS, Hon. Secretary.

Kowloon, October 19th, 1920. [1645]

HONGKONG CORINTHIAN YACHT CLUB.

NOTICE TO MEMBERS.

ALL MEMBERS are requested to REMOVE THEIR PRIVATE GEAR and effects from the Club Premises, not later than OCTOBER 25th. My responsibility for same ceases from that date. The Auction will be held on OCTOBER 28th.

By Order,

E. J. AINSLIE, Liquidator.

Hongkong, October 20th, 1920. [1646]

HONGKONG AND SOUTH CHINA W.B. SAVINGS ASSOCIATION.

THE CERTIFICATE dated 15th January 1919, for Straits, \$1,738.81 (Straits Dollars One Thousand Seven Hundred and Thirty-eight and cents Eighty-one), issued in War Loans Investment Trust of Malaysia issued in the name of Mr. T. W. SHAN, has been LOST, and if at the expiration of one month from date hereof the above Document be not forthcoming, the said Certificate will be deemed cancelled and of no effect.

UNION INSURANCE SOCIETY OF CANADA, LTD.

Honorary Secretaries and Treasurers,

C. MONTAGUE EDE, General Manager.

Hongkong, October 19th, 1920. [1622]

NOTICE.

I, GEORGE THOMAS MONEY EDKINS, Officer for the Registration of ships, for the CHINA NAVIGATION COMPANY, LIMITED, hereby give notice that in consequence of a wish to have the below-mentioned steam launch of which they are the owners to carry a similar name to other steam launches of the CHINA NAVIGATION COMPANY, LIMITED, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the steam launch "SHAMANS" of Hongkong, official number 120,975, of gross tonnage 24.08 tons, registered tonnage 18.38 tons, for permission to change her name to "TAIKOO YUNG" and to have her registered in the new name at the Port of Hongkong as owned by the CHINA NAVIGATION COMPANY, LIMITED.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement. Dated at Hongkong, this 15th day of October, 1920.

GEORGE THOMAS MONEY EDKINS, Officer of the China Navigation Company, Ltd.

For the Registration of Ships. [1632]

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scripts for SHARES in the under-noted Companies; the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen—

Script No. Numbers. Holder's Name.

7017 50 23301/23302 G. P. Chasler

7680 50 37084/37133 M. P. Chasler

100 42369/42368 L. Chok Yuen

5910 29 1251/75, 1252/59 S. Fenwick

5911 29 59038/117 H. H. Fenwick

7754 9 64757/765 E. Fenwick

8411 5 71841/845 E. Mitchell

5905 15 44870/634 Mrs. E. C. Champarnow

7789 4 68739/68742 P. F. H. Hodge & A. F. Harris

7755 9 64763/774 H. H. Fenwick

ELK & WHAMPOA CO. 100 SHARES

Script No. 7425 Lo Koon Hang, 6003/27, 5601/25, 37583/7, 32367/81, 28995/37019, 40719/717.

(Signed) FRED ELLIS, c/o FRANK ELLIS & Co.

Hongkong, September 25th, 1920. [1638]

ST. JOHN'S CATHEDRAL.

MONDAY, Oct. 25th.

9.15 P.M.

ORGAN RECITAL

Vocalist:

MR. BELL.

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Merchant Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories.

Motor Launch "Daywing". [78]

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS if they do not exceed 32 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisements requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for

Boxes P. Q, AD, AE, AW, EG.

WANTED.—Bona fide propositions by Two Young Women capable taking charge Correspondence and Office detail. Best references. Stenographic and Secretarial qualifications, initiative, judgment and reliability. Address FRANCES KITCHIE, care American National Bank, San Francisco, Cal. [73]

WANTED.—A CORRESPONDENCE CLERK. Perfect knowledge of English Essential. Reply to Box BG, Daily Press Office. [74]

WANTED.—Efficient Lady STENO-GRAPHER. Knowledge of filing an advantage. Apply Box BE, Daily Press Office. [75]

WANTED.

JUNIOR EUROPEAN ASSISTANT for Shipping Office. Box No. 1641, Care of "Daily Press" Office. [1641]

FOR SALE.

DODGE MOTOR CAR 8 Seater in first class order. Price, \$1,200.

H. WILSON, Apply—

14, Beaconsfield Arcade. [1647]

FOR SALE.

TWO LANCASHIRE BOILERS, length 28 feet, diameter 3 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs. LUDWIG, BURKE & Co. Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler.

Apply—

BUTTERFIELD & SWIRE, Hongkong. [164]

FOR SALE.

"BICTON" (187 Peak) Plantation Road with Tennis Court. Total area 54,000 sq. ft. Greater part level ground available for additional building without encroaching on tennis court. Possession of land can be had immediately, house next spring.

Apply—

JOHNSON, STOKES & MASTER, Prince's Building. [1656]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"LAERTES"

are hereby notified that the Cargo will be discharged into Holsa Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 20th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the 25th October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th Nov., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 19th, 1920. [1648]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TRUCER"

are hereby notified that the Cargo will be discharged into Holsa Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 20th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the 25th October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Nov. 9th, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 19th, 1920. [1649]

INTIMATION

IDEAL BEVERAGES

Watson's DRY GINGER ALE

There is something quite unique about its "dryness." Most refreshing and invigorating.

Watson's PYERIS

Sparkling Mineral Table Water.

Healthful and refreshing. Blends excellently with Whisky.

Watson's FORMAZONE

Refreshing, invigorating and stimulating.

The temperance Champagne.

An ideal beverage for tennis parties.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 435.

DEATH.

On Oct. 19, at Tokyo, on October 6th, Capt. CLAYTON, O.S.M., Marine Surveyor of Yokohama, aged 55 years.

HONGKONG OFFICE: 104, DES VOGES RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 21st, 1920.

PROFITS AND TYRANNY.

Always the English people have abhorred tyranny. They will not accept it in this age from a labour committee any more quickly than they received it from an unconstitutional sovereign in the past. HAMPSHIRE and GEORGE WASHINGTON are typical of the English character, and although their opponents were kings, the same spirit is in thousands of their intellectual heirs in Britain and her colonies to-day. The great difficulty with regard to the present crisis at "home" is to make up our minds what is the real, not fanciful, difference between the points of view of Labour and Capital. The present strike happens to be on the subject of coal; but it is almost an accident that coal (if we may be excused an Irishism) is the bone of contention. Ever since the Armistice it has been perfectly clear that both Labour and Capital have been preparing for a test struggle. "It has got to come" represented the view of both employers and trade union officials. There was the miners' strike, the railway strike, and other threatened or actual strikes, and during the period when these strikes clouds were being worked up, there was wreckage everywhere in Europe. During the last five years the manual workers in Great Britain have made enormous strides in the way of advances in wages and in general living conditions. The average citizen says: "I agree with that—I'm all for democratic progress." But during the last few months Labour has claimed to dictate to the nation. We had no sympathy with the wild efforts of Mr. WINGSTON CHURCHILL in connection with the military ambitions of the Poles. But the claim of Labour to make it impossible for the Government of the country, elected on the most democratic of franchises, to carry on government was preposterous. A recent writer has pithily stated that most British citizens know as little of the Constitution as the composition of the air they breathe.

And yet it is essential that we should know when our Constitution is threatened. There are a large number of good British citizens who are democratic enough by instinct and by investigation of working conditions, but who genuinely fear Bolshevism in Great Britain. We think that the recent orgy of extravagance in Britain, and particularly in London, has had not a little to do with the so-called "unrest" of labour in Britain. It is easy to excuse such things on account of the war. But the old laws of Nature remain. As a man sows he shall reap. Luck does play a part in every man's life—the crop of the most industrious worker may be spoiled by the weather. But the working-classes in Britain have now every facility for reading and for observation, and if the constant reminder of extravagance on the part of those who have recently acquired fortunes has not caused feelings of hatred it has given rise, at any rate, to feelings of envy. The returns of various companies for last year published as they are in England give the workers full knowledge of the unexampled prosperity which the results revealed. Let us take, as typical, the cotton trade. In 1918, one firm made a profit of £867,689 and in the next year the profit was £2,385,981. Rylands' profits leapt from £183,892 to £231,687 over the same period; a firm called Sammugger Jute increased their profits from £85,574 to £345,718 in the same year. In the metal trades the same thing is recorded. The Brush electrical firm increased profits from £20,081 to £222,568. Dennis Bros. nearly doubled their profits; Crossley Bros. increased theirs from £42,517 to £135,085. We have merely selected a few of the figures which have been freely published in the home journals in order to show what those who can read or read in the Labour or Socialist press. It may be perfectly true to say that these enormous increases in profits, are to be used "for the rainy day." The worker wants to know what about his "rainy day." We cannot go back, even if we wanted to go back, to the old days when the workers did not read and when the country labourer accepted the formula "God bless the squire and his relations, and keep us in our proper stations." But a feature of the labour movement of to-day is the lack of loyalty on the part of the men. To put it bluntly, they "don't play the game." They elect their leaders and then they repudiate the agreements made by the leaders. They want everything—leaders and authority for themselves. In short, they are at variance with British constitutional ideas. They have, in consequence, forfeited a great deal of public sympathy. They had won great concessions by the usual method of bargaining through their leaders. By their present course of action they will only cause chaos and suffering, and will be blamed by many who would otherwise willingly help to obtain for them improved conditions.

The United Engineers, Ltd., have paid a final dividend of 20 per cent on ordinary shares, making 30 per cent for the year ended June 30th.

Amended starting times for the qualifying round of the Golf Championship at Fanling are published among to-day's advertisements, in the first column of this page.

A Chinese girl, eight years old, was knocked down by motor-car No. 414 in Hingmoo, as she attempted to cross the road in front of the car. Her legs were badly injured and she was removed to the Kung Wah Hospital.

One case (one death) of plague; two cases of diphtheria; one case of enteric fever; one case of paratyphoid fever; two cases (two deaths) of cerebro-spinal fever; two cases (one death) of puerperal fever and seven cases (seven deaths) of influenza were reported in the Colony last week.

Singapore, says the Free Press of that port, is in a fair way to becoming one of the most important towns in the Far East, and if the city authorities take a long view and are not afraid of the prospective expense, it is not too late to remedy the old faults and to turn the place into one worthy not only of its Founder's hopes but of that Empire of which he himself could only faintly have guessed the future might.

We are informed that the Government has closed the Victoria British School until November 3rd, on account of an outbreak of dengue fever which the Government is taking steps to eradicate as speedily as possible. Four members of the teaching staff are among those affected by the epidemic. Mr. A. O. Brown, the headmaster, is coaching at his house those who are going in for the University examinations.

To-day is Trafalgar Day. We are asked to state that for the convenience of guests attending the Trafalgar Night Dinner at H.M.S. Tamar, to-night, there will be a late tram at 12.30 a.m. The local branch of the Navy League is celebrating the day by offering three prizes for essays on Trafalgar Day in three local schools.

Arrangements have been made by H.B.M.'s Consul-General at Canton with the Governor of Wuchow for seven river boats to resume running between Hongkong and Wuchow, under the British flag, but it is stated that no Chinese passengers are to be carried on these boats between Samshui and Wuchow.

The new Bishop of Victoria, the Rt. Rev. Charles Ridley Duppuy, is due to arrive in the Colony on Wednesday, November 3rd, by the s.s. Somali, and is to be enthroned in St. John's Cathedral on Friday, November 5th, at 5.30 p.m. Before the enthronement there will be an "At Home" at the Helena May Institute at 4 p.m., when it is hoped that all Church workers and officials will come to meet the Bishop.

A Chinese woman, living in Reclamation Street, received a big surprise on Tuesday night, when she complied with the request of a stranger who pretended to be the bearer of a letter from her brother-in-law, to open her door. As soon as the door was opened three men rushed in. The woman ran down the stairs, but was followed by the men who seized her. She struggled, however, and became free and rushing into the street called out "Robbers." This had the effect of compelling the men to beat a hasty retreat.

There is one phase of the abolition of the Russian jurisdiction in China which makes thousands of residents who are not Russians— even more anxious than the Russians themselves, says the China Observer. We refer to those of other nationalities who are depositors in the Russian post office. Roubles are not worth very much at present, it is true, but as the post office has been under the protection of the Consulate, there are very grave prospects of deposits in the Russian post office losing their holdings entirely—unless strong measures are taken.

The Hon. Bertrand Russell, who has come to China for a year to lecture in various provinces under the auspices of Chinese educational organizations, was entertained on his arrival at Shanghai to a banquet by the Kiangu Educational Association and five other organizations. Several hundred persons were present. In the course of a speech, Professor Russell emphasized the need of industrial development and education which, he said, are essential for the strength of a country. He expressed thanks for the warm reception that had been tendered him.

THIEVES IN WANCHAI.

EXCITING CHASE BY EUROPEANS.

\$1,139 WORTH OF JEWELLERY STOLEN.

At the Magistracy, yesterday, a Chinese was charged with breaking into the house occupied by Mr. J. A. Fortney, No. 211, Praya East, and stealing a large quantity of jewellery, valued at \$1,139.

Inspector Kent, prosecuting, said that he would like a short remand, as he had another charge to prefer against the defendant. The facts of the case were that about 12.30 yesterday morning, the "key" of the house next door, No. 211, which was occupied by Mr. Rodger, was awakened by a noise in the garden. He went and informed the brothers Rodger, and they went into the garden to investigate. As soon as the defendant saw them, he jumped over the low wall and ran. The Rodger brothers gave chase and caught the defendant in Jardine's Bazaar. The defendant was trying to break open a watch box in the Rodger's garden when he was disturbed. He left the box behind in his haste to get away, and it was discovered in the garden later. During the chase, the defendant dropped some jewellery on the road, undoubtedly with the intention of delaying his pursuers. While one of the Rodger brothers pluckily continued the chase, taking a big risk, as he did not know if the defendant was armed or not, the other picked up the jewellery. After his arrest, when the defendant was searched, some pearl beads which formed part of a necklace were found in one of his pockets. \$200 in money and the best part of the stolen jewellery were recovered. Only some \$48 worth of jewellery have not been accounted for. It had evidently been passed to an accomplice who got away, but the Rodger brothers only saw one man running.

The Magistrate enquired the cause of the blood on the defendant's face. Inspector Kent said that defendant put up a stiff fight after he was caught, and the Rodger brothers had to give him a thumping to subdue him. There was no doubt that one man would never have effected the defendant's arrest who was a sturdy fellow.

The case was remanded until Friday.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

MINERS' STRIKE.

QUESTION OF GENERAL ELECTION.

LONDON, October 19th.

The question of General Election is again being discussed. Some of the miners' leaders declare that the Government intend soon to go to the country. The decision, however, is not likely yet to be taken, but the development of sympathetic strikes may make an early appeal inevitable.

Unemployment is steadily increasing. It is estimated that 1,750,000 will be unemployed by the week-end.

Meanwhile, all eyes are centred on the debate in the House of Commons to-day upon which the present hopes of settlement are centred.

Train services are being reduced by 10 per cent. on October 21st, the reduction steadily rising to 30 per cent.

FRENCH JOURNAL'S COMMENT.

PARIS, October 19th.

A Havas message says:—Commenting on the miners' strike, *Le Temps* writes:—"Public opinion, the world over, is behind the British people and the Government in their fight against those threatening Great Britain's magnificent effort to restore the normal economic life of the country."

GREAT BRITAIN'S SHIP-BUILDING.

RECORD TONNAGE UNDER CONSTRUCTION.

LONDON, October 19th.

A striking evidence of the ability of British ship-builders to restore Great Britain's pre-war position as the world's greatest ship-producer is provided in Lloyd's Register of Shipbuilding returns for the quarter ending September 30th. They show that during the last eighteen months the tonnage under construction in the United Kingdom increased from 2,600,000 tons to the record figure of nearly 3,750,000 tons, while in the same period the tonnage under construction in the United States has fallen from 4,000,000 tons to 1,750,000 tons.

VILNA EPISODE.

BRITISH AND FRENCH NOTE TO POLAND.

LONDON, October 19th.

Reuter learns that a Note was handed to the Polish Government on Sunday by the French and British representatives at Warsaw which, while it is firm is friendly in tone and expresses the opinion that the Polish Government should completely disavow the seizure of Vilna. It adds that if the situation is not quickly cleared up the French and the British Governments will have to consider what further action might be necessary.

ADVANCE TOWARDS LETTISH FRONTIER.

LONDON, October 19th.

A Warsaw communique of October 17th chronicles continued advance towards the Lettish frontier. The Polish detachments in the direction of Minsk are withdrawing to a fixed line. The detachments temporarily occupied the town and captured machine-guns. The latter tends to confirm the Red claim that they have occupied Minsk.

HERO OF KUT.

RETIRE FROM THE ARMY.

LONDON, October 19th.

General Townshend announces that his application for permission of retirement from the Army has been accepted.

LORD MAYOR OF CORK.

PRISON DOCTOR CONSULTS SPECIALIST.

LONDON, October 19th.

According to the *Daily Mail*, Mr. Man-Sweeney is visibly weaker and has contracted a cold and developed symptoms of sepsis. This refers to the sixty-eighth day of his fast.

SPECIALIST CALLED IN.

LONDON.

A specialist was called in to consult with the prison doctor at Brixton Gaol to-night in consequence of the Lord Mayor of Cork's condition changing to the worse.

THE KING OF GREECE.

SERIOUS LUNGS TROUBLE.

ATHENS, October 19th.

The King's condition at ten this morning was stationary, but a very grave congestion of the lungs has set in.

SITUATION IN MESOPOTAMIA.

RELIEF OF KUFAB.

BAGDAD, October 19th.

The town of Kufab, beleaguered since July, was relieved on October 17th. The garrison is safe and well.

EARLIER CABLES.

LONDON, October 18th.

A War Office communique states that all the families in Mesopotamia, except hospital cases, are now below Kut of Amara. They are either en route overseas or have already sailed for India. This notification allays considerable uneasiness which has hitherto been felt.

WOMEN AND CHILDREN SAFE.

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DOWNING STREET RIOT.

LONDON, October 18th.

The march of thousands of unemployed persons from the Embankment to Westminster led to exciting scenes in Downing Street, where a deputation of fifteen London mayors was interviewing Mr. Lloyd George with regard to unemployment.

A crowd of demonstrators carrying red flags repeatedly tried to rush the police guarding 10 Downing Street and threw stones at the police.

Reinforcements, including mounted police, were called out and charged and dispersed the crowd. A number of the police and demonstrators were injured.

FRACAS LASTS OVER TWO HOURS.

Between 30 to 40 demonstrators in the Downing Street disturbance were injured. Twenty were treated in hospital. Ten members of the police force were hurt. The fracas lasted over two hours. A number of arrests were made.

THE GOVERNMENT'S PLANS.

LONDON.

While the ruffianly element forming a part of the otherwise orderly demonstration of unemployed persons in Downing Street was indulging in disorderliness, Mr. Lloyd George listened attentively to representations of the mayoral deputation.

In the course of his reply, the Premier said that the Government had appointed a strong Cabinet committee to consider the whole prospect of unemployment. He referred to the fact that the Government had made the most liberal and generous provision that had ever been made for unemployed after the war at the expense of the very over-burdened taxpayers and ratepayers, but was fully alive to the obligations due to ex-Servicemen. The Government's plans would be announced in the House of Commons to-morrow.

He mentioned that the Government had submitted certain schemes to the London County Council and had offered to find one half of the cost if London found the other. A similar proposal was being put before the other big towns. He declared that the Government was going to employ ex-Servicemen on the much-needed house building schemes, notwithstanding the building trades unions' objections to relax their rules in connection with the matter. He added: "And if the building trades object they must take their chance."

FATE OF AMUNDSEN.

NEW YORK, October 19th.

The *New York Tribune* publishes a message from Seattle reporting the arrival of the schooner *Kamchatka*. The Captain of the *Kamchatka* declares that Amundsen cabled on August 7th that he was trapped in an ice pick off Cape George. Amundsen expressed the opinion that he would probably be delayed a year, unless in the meantime the ship was extricated. Amundsen was accompanied by three men and one woman. The last named was an Eskimo seamstress.

HELD BY ICE PACK.

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FAR EASTERN CABLE NEWS.

PIECE GOODS CRISIS IN SHANGHAI.

SHANGHAI, October 19th.

Five hundred native piece goods dealers are on the verge of bankruptcy. Eighty have suspended business and others threaten a stoppage in retaliation for the refusal of the British and American Chambers of Commerce to assist in the cancellation of contracts. Exchange losses exceed 30,000,000.

Japanese importers are making a supreme effort to displace British and American products, offering wide credit for spot cargo at far less than the market price. The depression is likely to be felt for years.

KAILAN MINES TRAGEDY.

SHANGHAI, October 20th.

As the result of an explosion at the Kailan mines, at Tang Shan, 500 persons were killed.

Another report states that 800 were killed. An investigation is progressing.

CHINESE CONSORTIUM.

LONDON, October 18th.

The *Times* New York correspondent says that the Chinese Consortium agreement reads as follows:—

"The national groups are of the opinion that the interests of the Chinese people can, in the existing circumstances, be best served by co-operative action by the various banking groups, representing the investment interests in their respective countries, in procuring for the Chinese Government the capital necessary for a programme of economic reconstruction and improved communications."

"With these objects in view, the respective national groups are prepared to participate, on equal terms, in such undertakings as are calculated to assist China to establish her great public utilities and to these ends to welcome the co-operation of Chinese capital."

The Belgian group have a one-ninth interest and the others a two-ninths interest each.

It is understood that the Japanese reservations in regard to the Shantung railway, like the American reservations in regard to the Grand Canal improvement project, are due to small technicalities of a purely ephemeral character.

In order to ensure the uninterrupted progress of the Consortium's wide-reaching plans for China's development, the agreement provides joint diplomatic action at Peking in the event of competing proposals for loans being attempted.

BURNS MANUSCRIPTS.

LORD ROSEBURY AND THE AMERICAN DONOR.

LONDON, October 19th.

Mr. John Gribbel, of Philadelphia, who has given the Burns Glenriddell manuscripts to the Scottish nation, was entertained to luncheon by the City Council of Edinburgh recently. He mentioned that the papers were offered to him by a broker "at the same time that a Scottish committee was looking for them with a microscope."

Lord Rosebury, in a letter of apology for his absence, said:—

"The war has not obliterated for a moment the debt that Scotland owes to Mr. Gribbel for his rescue of the famous Burns books from the unworthy holders, and his name must endure for us as long as the Burns books endure, which I hope is for ever. I am sure that Edinburgh and Glasgow will rival each other in doing honour to Mr. Gribbel, and I sincerely hope that I shall have the opportunity of meeting him before he leaves Great Britain."

In the course of his remarks Mr. Gribbel said "the world's greatest need was that misunderstandings should be removed between Great Britain and the United States. The heart of the United States dwelled in union with the heart of Great Britain. There ought not to be any barrier between the two nations."

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SCOTTISH LETTER.

THE HIGHLAND SEASON.

COURT GAIETIES AT BALMORAL.

(FROM OUR OWN CORRESPONDENT.)

September 18th.

All the world and his wife are in the Highlands. It is true that many of the scores and forests have fallen into the hands of the new rich; but Society is still well represented and sets the tone all over the North. The grouse moors have now been well shot over, deer-stalking is in progress, and very shortly we shall have a round of great fashionable gatherings at Inverness, Oban, and other centres.

The King and Queen are in residence at Balmoral, where they have been joined by other members of the Royal Family after a round of visits in Scotland. The King, as in previous years, has done a good deal of stalking; he has lost none of his old skill, and several particularly fine stag have fallen to his rifle. The golfers at Balmoral are always a little celebrated, but the customary little celebrations have been duly observed, the balls, of course, now being omitted.

It is to be thought that dancing was the monopoly of youth, and an old song runs:—

"Tae the buckles aff your shoon,
Bonnie lassie, O!
For your dancin' days are done,
Bonnie lassie, O!"

But in these times the middle-aged and some who are far beyond it are quite ready to "shake a foot," at least in the Highlands. The Gillies' Ball was one of the most successful of a long series. The King did not take part in the dancing, but the Queen entered fully into the spirit of the festivity. She led off the Highland reel with Mr. Arthur Grant, the veteran head gamekeeper—than whom there is not a prouder man in all the North this day.

The Queen was on the floor in seven out of the twelve dances, and her other partners were the floor-master, two gillies, Prince George, and one of the estate workers.

The Queen, Princess Mary, and Prince George were present at a sale of work on behalf of the funds of Craik Church—the parish church attended by the Royal Family when at Balmoral—and the Princess took an active part in the fun of the fair. Outside the stall of Princess Mary was the notice, "Swimming match within admission free." The Princess, presiding at the receipt of custom. The swimming match was an ordinary wooden match blown here and there in a tub of water by Capt. Ramsay, the King's Commissioner at Balmoral, and the Rev. John Skirton, the parish minister. The exit from this booth was the entrance to another, where threepence was demanded by Prince George for admission, the entrance consisting of a musical chair which, played a tune when any one sat down upon it. On the King's instructions, the chef at Balmoral Castle made a cake to be sold at the provision stall. It was bought for £10, and it was then offered as a prize in a weight-guessing competition.

SCOTLAND AND THE GREYS.

The patriotic societies that flourish so luxuriantly in Scotland are always ready to take up arms upon any infringement of what they deem to be our national privileges, and especially when there is any interference with our military traditions. When, therefore, the War Office recently issued orders that the Scots Greys should proceed to Palestine, there was a shower of protests. The St. Andrew's Society of Glasgow was particularly active, and its letter to the London authorities was pretty strongly worded. But the Army Council, though its reply is sympathetic in tone, cannot rescind its order that the Greys must go on foreign service. They promise, however, that the national characteristics of the Greys will be carefully fostered and maintained while the regiment is abroad. The leading point in the Army Council's refusal is that to keep the Greys at home would entail hardship upon another cavalry regiment, which would have to proceed abroad before its normal turn came round.

The matter is not finished, so far as the St. Andrew's Society is concerned. They have issued a further protest in which they say that they cannot see why Scotland should be asked to sacrifice its only cavalry regiment, when two regiments of Life Guards of English origin are retained at home. It is also pointed out that Queen Victoria bestowed upon the Royal Scots Greys the privilege that they should not be sent abroad except for active service.

THE CORONATION STONE.

The question has often been raised as to the place from which came that famous relic the Coronation Stone, enclosed in the Coronation Chair, and brought from Stonehenge to the present home in Westminster Abbey by King Edward I. in 1296. The latest investigator of the evergreen problem is that man of many interests and curiosities, Lord Bryce, and he summarises the results of his researches in a letter to the *Times*. Having obtained permission from the Dean of Westminster to inspect the stone, he writes: "I examined it carefully along with an eminent mineralogist. We compared it—it is a block of greyish, slightly reddish sandstone—with pieces of sandstone which I procured from Stonehenge, and with other pieces from Dunstaffnage, Loch Etive, in Argyllshire, whence (according to a Scottish legend) it was brought to Stone by Kenneth MacAlpin, the first King who succeeded in the Kingdom of the Picts. It proved to be of a rock different from either of these sources, and was presumably either brought by men's hands to Stone from some other district or carried there by a glacier or an iceberg. Thus the field of conjecture as to the origin is still open; there are many nooks of Scotland whence it may have come."

A GOLFING MIRACLE.

In the course of an exhibition game with Mitchell at Pollok near Glasgow, Dunann made some of his firework shots. One of them was at the 14th green, where he played a mangle shot from about 130 yards and to the astonishment of everyone, the ball, without touching the turf, dropped into the hole, between the pin and the bottom, and remained there. Dunann accepted the applause without undue elation, and Mitchell smiled in that grim fashion which he affects.

The most delicious remark made about the shot came from a lady spectator, who had just arrived at the scene of play. "Dear me," she naively said, "he must have practised that for a long time!"

MARRIAGES.

At Craigmillar Park, U.F. Church, Edinburgh, on September 1st, David Mackay, son of the late Thomas Mackay, married Miss Mary, daughter of the late William Buchanan, of Glasgow.

At the Grand Hotel, Glasgow, on September 3rd, A. Muir, Wilson, B.Sc., Indian Finance Department, eldest son of Mr. and Mrs. Thomas Wilson, late of Brisbane, Queensland, and of 123, West Prince Street, Glasgow, to Isabella (Rosebell) MacDonald Urquhart, M.A., Lecturer in British History, Glasgow University, youngest and only surviving daughter of Mr. and Mrs. Fyfe Urquhart, late of No. 10, "Fyfe," Altona, and 1071, Buchanan Street, Glasgow.

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THE COST OF RAILWAY TRAVELLING.

CHEAPER IN AMERICA THAN IN EUROPE.

LONDON, October 19th.

In the face of the increased passenger rates, the American public, which shows no disposition to forgo its love of travel, may take comfort in the fact that it is still paying less for its transportation service than any other country in the world, says a San Francisco paper.

Our contemporary world must exclude Asia, for it can certainly be said that railway travelling is cheaper in India and China than in America or Europe.—*Ed. H.D.P.*

The Southern Pacific Company has gone to some pains to compare travelling costs on the basis of present passenger rates in this and foreign countries, and the results are interesting.

For example, in Great Britain the present first-class rate between London and Glasgow, a distance of 401.50 miles, is £1.10. The American equivalent at the normal rate of exchange is \$21.70. The Californian travelling rate from Los Angeles to Stockton, 400.2 miles, for \$14.52, plus \$4.50 Pullman, or a total of \$19.02.

The American who goes abroad will pay \$12.35 to go first-class from London to Liverpool, a distance of 193.5 miles, but in his own country he can be whisked from San Francisco to Red Bluff, 198 miles, for \$10.30, including \$3 Pullman.

The English rate from Manchester to Aberdeen, 363.50 miles, is \$21.59, and the Southern Pacific rate from San Francisco to Santa Barbara, 397 miles, is \$13.26, with a Pullman charge of \$3.75.

The same comparison, it is said, holds true with the rates from Paris, France, to various points on the continent. The traveller going from Paris to Antwerp, 226.18 miles, pays \$14.14, whereas in America he can go from San Francisco to Fresno, 205 miles, for \$7.44 plus \$3 Pullman.

The first-class fare from Paris to Barcelona, Spain, 733 miles, is \$34.55 as compared with the rate from San Francisco to Portland, 745 miles, of \$26.00 and \$3.25 for Pullman.

From Paris to Belgrade, 1237 miles, the traveller pays \$65.32, while the Los Angeles man can go to Portland via San Francisco, a distance of 1216 miles, for a total cost of \$56.35.

It should be noted that rates quoted do not include the war tax in America, for the reason that the European fares quoted do not include a similar tax of three francs on all reservations up to 50 francs, and above that amount 4 francs.

Second-class travel in England is now almost non-existent, but there is a large amount of passenger travel which goes third-class for a rate which is slightly less than the American first-class rate, but which calls for accommodations that would not be acceptable in America.

MOTOR TRUCKS IN SHANGHAI.

THE MUNICIPALITY'S EXPERIENCE.

The report of the Commissioner of Public Works, Mr. Chas. H. Godfrey, for September says:—

The question of motor haulage has received exhaustive investigation, and detailed costs and results have been kept for comparison with pony and manual haulage.

The Department has now thirteen motor trucks in operation, excluding three vacuum tank wagons used for the removal of cesspool contents, and broadly speaking, it can be said that the cost of haulage by motor trucks is about equal to the cost of haulage by ponies or coolies.

The financial aspect, although important, is however, by no means the main factor. From a traffic point of view, the advantage of having a few large fast moving vehicles instead of a large number of unwieldy, slow moving units is obvious, and there is no doubt but that a given amount of freight moved by motor trucks involves less wear and tear on the surface of the roads than would be the case if the same amount of freight were moved by hand-carts and wheelbarrows.

Another factor is time, and the fact that hand-carts and wheelbarrows cannot always be obtained, and moreover, when obtainable, take much longer than motor trucks to haul the same amount of freight.

With motor trucks, facilities for quick loading and unloading are imperative, and for most of the material hauled by this Department in motor trucks, hydraulic or other similar methods of tipping the body of the trucks are essential, as the truck must be kept in motion as much as possible.

For hauls of less than one mile, motor trucks are extravagant, on account of the time taken in loading and unloading.

A GOLFING MIRACLE.

In the course of an exhibition game with Mitchell at Pollok near Glasgow, Dunann made some of his firework shots. One of them was at the 14th green, where he played a mangle shot from about 130 yards and to the astonishment of everyone, the ball, without touching the turf, dropped into the hole, between the pin and the bottom, and remained there. Dunann accepted the applause without undue elation, and Mitchell smiled in that grim fashion which he affects.

The most delicious remark made about the shot came from a lady spectator, who had just arrived at the scene of

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES

Regular Sailings to

NEW YORK & BOSTON

via Suez for Panama Canal (at Owner's Option)

S.S. "MUNCASTER CASTLE" ... sailing about 30th November.

LLOYD TRIESTINO

For SHANGHAI about 6th Nov.

S.S. "PERSIA" ...

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

S.S. "AFRICA" ... sailing about 7th November.

S.S. "PERSIA" ... sailing about 8th December.

Passenger's Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "BOHEO MARU" ... sailing on or about 30th Oct.

For JAVA.

OCEAN TRANSPORT Co., Ltd.

(NANYO YUSEN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.

In conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINE.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Agents.

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N. Y. K.**NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TOYAMARU ... Monday, 15th Nov., at 11 a.m.

TOYOHASHI MARU ... Friday, 18th Nov., at 11 a.m.

FUSHIMI MARU (omitting Manila) ... Tuesday, 14th Dec., at 11 a.m.

KATOFU MARU ... Tuesday, 28th Dec., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez. Port Said and Marseilles.

SADO MARU ... Friday, 29th Oct., at 11 a.m.

KITANO MARU ... Friday, 29th Nov., at 11 a.m.

INABA MARU ... Friday, 29th Nov., at 11 a.m.

HAMBURG, LONDON & ROTTERDAM via Suez. DAKAR MARU sailing from Singapore ... Friday, 19th November.**LIVERPOOL & MARSEILLES** via Singapore, Colombo, Suez and Port Said.

KAMAKURA MARU sailing from Singapore ... End of November.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 23rd Oct., at 11 a.m.

AKI MARU ... Wednesday, 17th Nov., at 11 a.m.

NEW YORK via Suez.**SOUTH AMERICAN PORTS** via CAPE, BOMBAY & COLOMBO via Singapore.

JINSHO MARU ... Wednesday, 27th October.

CALCUTTA & BANGCOON via Singapore & Penang.

KOTSU MARU ... Sunday, 24th October.

SHINSEI MARU ... Thursday, 4th November.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 20th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TENSHIN MARU ... Thursday, 21st Oct.

TADA MARU ... Friday, 22nd Oct., at 10 a.m.

BOMBAY MARU ... Wednesday, 27th October.

KAMO MARU ... Friday, 29th Oct., at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 224 & 222. S. YASUDA, Manager.

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15,000 tons 10,200 tons 11,000 tons

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via SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"

Oct. 31st Dec. 4th Nov. 6th.

An unsurpassed high-class passenger service.

C. T. SUBRIDGE, Acting Freight and Passenger Agent, Prince's Buildings, 100, 102, 104, Street.

Telephone, Passenger Dept. 1834. Telephone, Freight Dept. and Agent 2161.

THE LURE OF THE EAST.

A GIGANTIC JEST.

A Negri Sembilan resident writes to the Valley Mail in the following strain:—

The "Lure of the East" is one of those clap-net expressions that convey to the lay mind various fantastic notions all very far from reality. Numerous authors and poets have utilized an oriental setting, plunging their readers into the wildest realms of romance, love, and mystery. Not that we have been given some delightful writings on the subject. Miss Laurence Hope must have caused many a heart-falter to the romantic soul of the school-girl.

Until the intervention of authority, the reputed mysticism of the Orient enabled many clairvoyants, palmists, and diviners, etc., to lure many shekels from the credulous public. But it must have been from the stage, that the phrase, "Lure of the East," emanated. For years, we have been regaled with so-called Oriental dances and plays. In pre-war days, we had the classical dancers, whose Oriental type, presenting as they did, an opportunity to wear the least possible amount of clothing. How the stalls at the Palace used to fill up with bald heads when Miss Allen, or Lady Constantine Stewart-Richardson came out to perform, modestly clothed with their "Studies from the Orient" and a portrayal of the Orient that proved a veritable gold-mine to theatrical producers and play-wrights.

"Kismet," with the house reeking of incense, set the ball rolling for an avalanche of "Oriental" productions. A jumble of fantastic-looking individuals, with a predominance of alluring, dark damsels with shapely legs, and airy costumes, weird music, gorgeous dresses and wonderful stage setting produced the inimitable "The Chin Queen." If only the jaded Londoner seeking a mental tonic could view the delights and thrills of the Orient by visiting "The voice from the minaret." The man who came back "or East is West," three, notably feeble productions!

Egypt and Robert Hiebert must be chiefly responsible for the term "Glamour of the East"—wondrous golden mounds rising and sinking over the Pyramids, silent mystic of the Nile—moonlight, five over the Desert on a white camel—clandestine appointments with Omdurman dancing girls, for ever chanting the Bedouin Love-Song. Such are the forms of delights credited the visitor to Cairo. He is much more probably a very bored individual in Shepherd's Hotel, wondering when the next boat leaves for Marseilles.

We, living in this small corner of the East, are particularly unfortunate in all the delights of the Orient is credited with. We only have the wonderful sunshine, the haunting melody of the tom-toms; and the picturesque Chinaman—and the State Band. Even the gentleman with the mango tree trick, and the mongeroo-snake, exhibit give us a miss in baulk. And now the Government will not even allow us our palm-trees!

Quite a few of us could do with a little more of the voluptuous existence accredited the dweller in the Orient, and a little less of the "Mr. Wu" element. The result of all these erroneous notions about the pleasures of the East is that our people at home do not sympathize with our hard ships. They only credit us with exuberance of spirits, when we tell them of our often having to subsist on boiled rubber seeds; and that we constantly shoot tigers from our verandah. The result of this scepticism is that, instead of sending us that pot of saffron so urgently requested, we receive a writing pad, or half a dozen discarded white waist-coats. And many of these erroneous ideas about Oriental life are due to that class of idiot, who on returning home, affect an air of aloofness to English socialities. They will likely spin the hard luck tale to any rich relations, but to others they will foster the idea of being "terrible gay dogs" in the East. They are the sort of men who, while watching the Palace "chore girls" will jabber about a Malay "wayang," at the same time wondering where the stage door is. Yet one cannot blame a fellow for being reticent on certain phases of his tropical existence; for instance, you wouldn't tell "the girl of your heart" that you hadn't had a civilized bath for a number of years! Yet in spite of the charms of the Orient, most people are quite satisfied to know that through other people's minds, or from the stalls of the Haymarket. Even pre-war days not one tourist in hundred that visited Colombo was a Britisher. Cairo is their Eastern limit, and here they are noticeable for their long noses and longer cigars!

No—the lure and glamour of the East is non-existent. It's a gigantic jest, and a sorry one for the dweller in the tropics. The sordid reality of the East is the factor that sweeps aside any surface pleasure or amusement, there may be. No reliable guy nor a life for a bloke who once used to drive his "stepper" down the "Olloway Road. You can have all the bloomin' sunshine, an' the malayars and them nautch girls. Give me the moonlight over Strawberry Hill, and that girl who kept the "Green Spider" at Wapping.

GAMEKEEPER'S ADVICE TO HIS UNDERSTUDY.

The approach of the shooting season says a London paper, brings the following back to memory. A game-keeper of the older generation was bringing up one of the younger ones in the way he should go, and said to him, "You know, Tom, when you're a walkin' with the gun, you want to be careful 'ow you speaks to 'em. It so be as it's a Duke you always calls 'im 'your Grace.' It it's a Marquis or an Earl, you're safe in sayin' 'my Lord.' While to a Baronet you always says 'Sir.' Enery, or whatever 'is name is, but sometimes you'll meet a Bishop, or maybe a Pean, an' with them you got to be careful. It were a Bishop as got me into trouble when I were your age. I were with 'im, and just as a rabbit bolts out of the hedge about twenty yards away, I says out to the Bishop, 'Bless the little 'un, yer 'Omines!' an' I could see by 'is face as I'd given 'im the wrong title!"

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM KOBE & MOBI.

THE Steamship

"YATSHING" having arrived from the above ports. Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd Oct., will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 18th, 1920. [1638]

NOTICE TO CONSIGNEES

"LAKE GILANO" VOY. 3 HOME. CALCUTTA via SINGAPORE.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impending discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on October 25th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after October 25th, will be subject to rent.

No Fire Insurance will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO., As Operators, U.S. Shipping Board. Hongkong, October 18th, 1920. [1644]

THE EAST ASIATIC CO., LTD.**NOTICE TO CONSIGNEES**

FROM SCANDINAVIA.

THE Motoship

"PANAMA" having arrived from the above ports on Oct. 18th, 1920, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Oct. 25th, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on Oct. 25th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatsoever. Bills of Lading will be countersigned by Messrs. THORESEN & CO., Agents.

Hongkong, October 20th, 1920. [1650]

VETARZO DR. LE CLERC'S**CHILDREN OF FAR CATHAY.**

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower, Land," etc.

THE VOLUME, which consists of 491 Pages and includes a Sketch Play of historical interest showing the disposition of the Forces at the battle of Wulin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REYNOLDS.

Its description of Chinese Social conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for Customs and Superintendents, combined with the insight it gives into political presentation to friends at home.

PRICE 2s. 6d.

To be obtained from Messrs. KELLY & WALSH Ltd., Messrs. BARNES & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

MANTILA	...	"YUENSANG"	Fri., 22nd Oct., 3 p.m.
TIENTSIN	...	"CHEONGSHING"	Sun., 24th Oct., D'light
SHANGHAI	...	"WINGSANG"	Tues., 26th Oct., D'light
SINGAPORE & PENANG	...	"CHOYSANG"	Tues., 26th Oct., D'light
KOBE	...	"FOOSHING"	Tues., 26th Oct., 2 p.m.
		"NAMSANG"	Thurs., 28th Oct., 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from a Calcutta steamer proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Hongkong when inducement offers.

HAIPHONG LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "FOOSHING" will be despatched on or about Oct. 26th, for SINGAPORE and PENANG.

Through Bills of Lading issued to RANGOON, PORT SWET-TENHAM, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 314.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE**OUTWAIRDS.**

Vessel	Leaves Hongkong	Discharges
"VOGTLAND"	...	24th Oct.
"GLENOGLE"	...	15th Nov.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	about 26th Oct.	GENOA & LONDON.
"GLENIFFER"	3rd Nov.	GENOA, LONDON & ROTTERDAM.
"GLENSHANE"	Second half November	LONDON, ANTWERP & ROTTERDAM.
"GLENOGLE"	Middle of Dec.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

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AGENTS: {The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

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Bentley's, A.B.C. 5th Ed.
and Bank's Codes.

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(KAWASAKI STEAMSHIP CO.)

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Vice-Presidents: Mr. K. MATSUZAKI.

Managing Director: Mr. MATSUYAMA.

The Company has on hand a Large Number of

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ALWAYS READY FOR

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Eleven steamers of 9,100 tons each deadweight.

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Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bure, Kobe.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

ss. "MONTROSE" ... 16th Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA
JAGLOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
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For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "CITY OF NAPLES" ... 15th Nov.

Subject to change without notice.

For particulars of sailings, shippers are requested to apply to
the undersigned.

or to Messrs. & Co., Canton.

THE BANK LINE, LTD.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

NEWCHWANG	"KWANGSE"	On 21st Oct.	Dlight.
SHANGHAI	"SUNNING"	On 21st Oct.	Noon.
SHANGHAI & THINGTAO	"CHENAN"	On 23rd Oct.	4 P.M.
SWATOW and SINGAPORE	"CHANGCHOW"	On 24th Oct.	Dlight.
HONGKONG, PAKHOI & HAIPHONG	"KAIKONG"	On 25th Oct.	10 A.M.
SWATOW and BANGKOK	"LUCHOW"	On 26th Oct.	10 A.M.
WHAIRWAI, CHIKOO & TIENYIN	"KUEICHOW"	On 26th Oct.	Noon.
AMOY, SHANGHAI & FUKOW	"SUIYANG"	On 26th Oct.	4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
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AND RETURN.

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"HARBOUR"	Capt. W. G. Pasmore	TUESDAY, 26th Oct.	at 12 Noon.
"HARBOUR"	Capt. J. H. Thomson	FRIDAY, 29th Oct.	at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

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LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

SS. VISITA	Nov. 10th.	SS. VISITA	Nov. 13th.
SS. WEST HIKA	Nov. 20th.	SS. WEST HIKA	Dec. 2nd.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route

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STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,

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NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"KASHGAR"	8,300	22nd Oct.	Marcelles, London & Antwerp
"KOVAR"	8,900	12th Nov.	Marcelles, London & Antwerp
"DILWARA"	8,400	14th Nov.	Singapore, Colombo & Bombay
"NELLORE"	6,355	26th Nov.	Marcelles, London & Antwerp
"SOMALI"	6,712	10th Dec.	do.
"DEVANHA"	8,100	17th Dec.	do.
"SICILIA"	6,708	31st Dec.	do.
"FLASSY"	7,248	31st Jan. 1931	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" | 7,000 | 10th Nov. | Calcutta via Spore, Pang & B

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	29th Oct.	Sandakan, Thursday Island,
"KANOWNA"	7,100	30th Nov.	Cairns, Townsville, Brisbane,
"ST. ALBANS"	4,500	22nd Dec.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"NELLORE"	6,900	23rd Oct. Noon.	Shanghai, Kobe & Yokohama.
"TAKADA"	7,000	16th Oct.	Shanghai & Japan.
"JAPAN"	6,000	2nd Nov.	Shanghai & Japan.
"DILWARA"	8,400	3rd Nov.	Shanghai Only
"SOMALI"	8,700	4th Nov.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets interchangeable.
In Saloon Passengers may travel by B.I.R.N. Company's steamers between
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All Cargoes are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 1ft. x 1ft. x 1ft. will be received at the Company's
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NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.
Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors. Consignees & Dockwards at 10 A.M.
on MONDAYS and THURSDAYS. All Claims must be presented within ten days
of the Steamer's arrival here, after which date they cannot be recognized. No Claims
will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
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31, Des Voeux Road Central, HONGKONG.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,

DURBAN & CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Beginning of Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KARADO MARU" ... Saturday, 30th Oct.

"SIAM MARU" ... Thursday, 18th Nov.

SAIGON, HANOI & SINGAPORE—Regular monthly service.

"SHISEI MARU" ... Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with

Chicago Milwaukee and St. Paul Railway.

"HAWAII MARU" ... Wednesday, 10th Nov.

"AFRICA MARU" ... Friday, 29th Nov.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Cuban Ports.

"HAGUE MARU" ... Saturday, 12th Nov.

NEW ORLEANS LINE

"SUMATRA MARU" ... Beginning of Dec.

JAPAN PORTS—Mori, Kobe, Yokohama & Yokohama.

"HAWANA MARU" ... Monday, 25th Oct.

Omio Yokohama Call Shanghai.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"KAISO MARU" ... Friday, 22nd Oct.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 28th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building. [31]

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"TAIYUAN" 16th Oct. 22nd Oct. 4 P.M.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply

of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light

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